

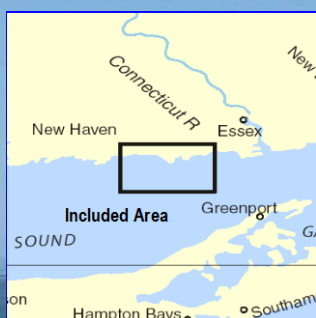
BookletChart™

North Shore of Long Island Sound – Duck Island to Madison Reef

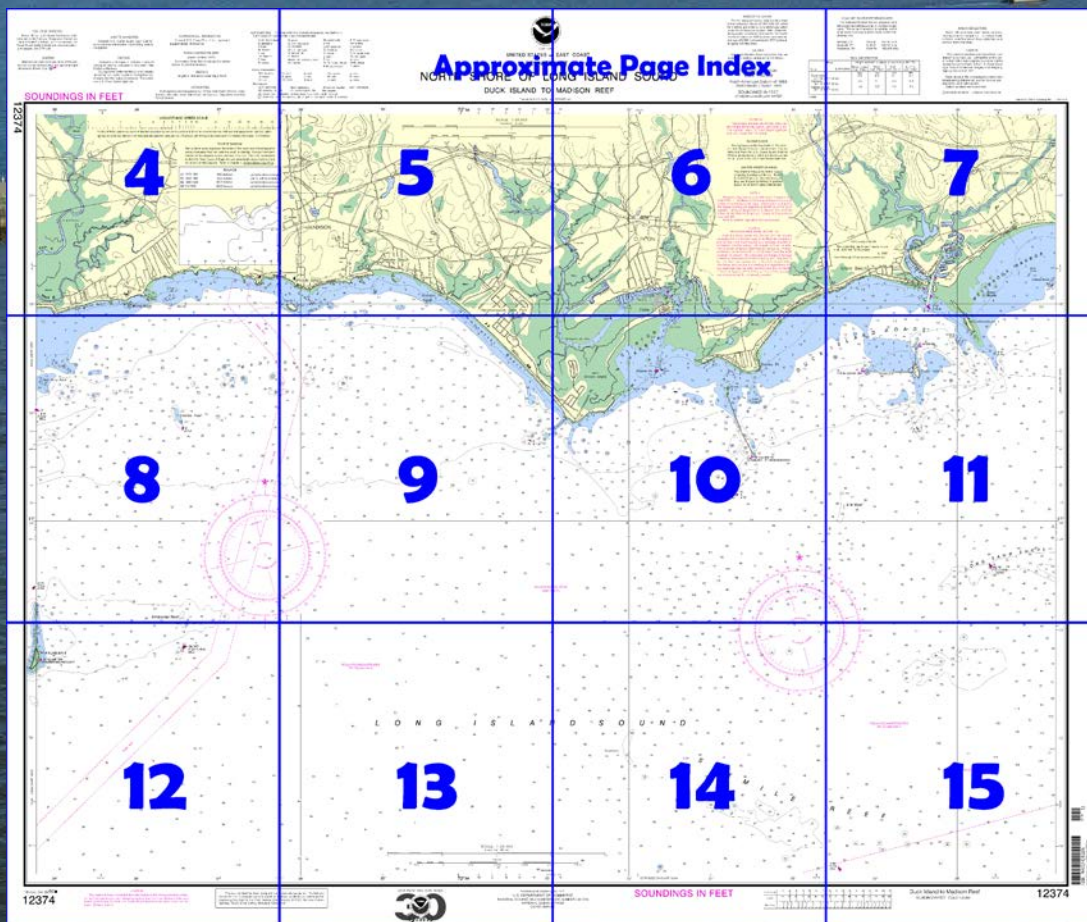
NOAA Chart 12374

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12374>.



(Selected Excerpts from Coast Pilot)

Westbrook Harbor is the western part of the open bight between Cornfield Point and Menunketesuck Island. It has many unmarked submerged rocks and is seldom used as an anchorage; the anchorage in Duck Island Roads is better. The bight is characterized by boulders.

Westbrook, a town on the north side of Westbrook Harbor, is marked on its east side by an elevated tank.

A **harbormaster** is at Westbrook and can

be contacted through the town hall.

Menunketesuck Island is the outermost of several low narrow islands connected to the mainland at low water on the west side of Westbrook

Harbor. It has boulders at the south end. A boulder reef extends nearly 0.5 mile south-southeastward from the point to the 18-foot curve. Tide rips frequently occur on this reef. A private seasonal buoy is about 0.3 mile southeastward of Menunketesuck Island.

Between Menunketesuck Island and Hammonasset Point, about 4 miles westward, broken ground extends about 1.5 miles offshore. A boulder reef extends 0.5 mile southward from Duck Island to the 18-foot curve and is marked by a buoy. A rock with 1 foot over it is on this reef about 300 yards south of Duck Island. Tide rips have been reported to extend from the vicinity of these rocks to the buoy. During strong flood currents and a southwest wind, tide rips extend from the shoal water southwest of Duck Island to the vicinity of **Southwest Reef** over 1 mile southwestward. Caution is advised when navigating small boats in this vicinity during these conditions.

Duck Island Roads, between Menunketesuck Island and **Kelsey Point**, is a harbor of refuge protected by breakwaters 1,100 feet northward and nearly 0.5 mile westward from **Duck Island**, with the added protection of Kelsey Point Breakwater on Stone Island Reef. Both breakwaters extending from Duck Island are marked by lights.

The dredged anchorage enclosed by the breakwaters extending northward and westward from Duck Island is subject to shoaling. General depths of 3 to 8 feet are in the protected area, and 4 to 16 feet in the western end. In addition to the area inside the breakwaters, a small area northward and northeastward of Duck Island North Breakwater Light can be used as an anchorage in southwesterly weather.

The western entrance of Duck Island Roads is easy of access and should be used by vessels with greater draft than 8 feet.

Routes.—Pass southward of Duck Island and keep the light on the end of Kelsey Point Breakwater bearing northward of 264° until Duck Island West Breakwater Light 2DI bears 010°, then steer northward.

Approaching from westward, the main dangers are the two 16-foot spots south-southwestward of Kelsey Point Breakwater Light, the southerly of which is marked by a buoy.

The eastern entrance of Duck Island Roads is obstructed by a sand shoal with a least depth of 8 feet about 0.3 mile eastward of Duck Island, and by boulder reefs which extend about 0.2 mile off the western side of Menunketesuck Island. This entrance is easy of access for vessels drawing up to 8 feet.

Anchorage, bottom generally sticky, can be had between the Duck Island West Breakwater Light 2DI and the 17-foot rocky patches southeastward of Kelsey Point. This anchorage is exposed to winds southward of east and west.

Patchogue River, used chiefly by fishing and recreational craft, empties into Duck Island Roads just west of Menunketesuck Island. A channel leads from deep water in Duck Island Roads to the first fixed highway bridge, about 0.6 mile above the mouth. The approach channel is marked by buoys, and the river channel is marked by private aids. A light is on the outer end of the breakwater on the west side of the river mouth. In 2010, the controlling depth was 4.1 feet (5.4 feet at midchannel) to the head of the project about 40 yards below the first fixed highway bridge, except for shoaling to bare well into midchannel from the eastern side of the channel near Buoy 6. The anchorage basin had a controlling depth of 5.6 feet.

Small-craft facilities.—Several **small-craft facilities** are on the river. (See the small-craft facilities tabulation on chart 12372 for services and supplies available.)

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Table of Selected Chart Notes


Corrected through NM Sep. 8/07
Corrected through LNM Aug. 28/07

12374

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 2 for important supplemental information.

PLANE COORDINATE GRID

(based on NAD 1927)
Connecticut State Grid is indicated by dotted ticks at 10,000 foot intervals.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

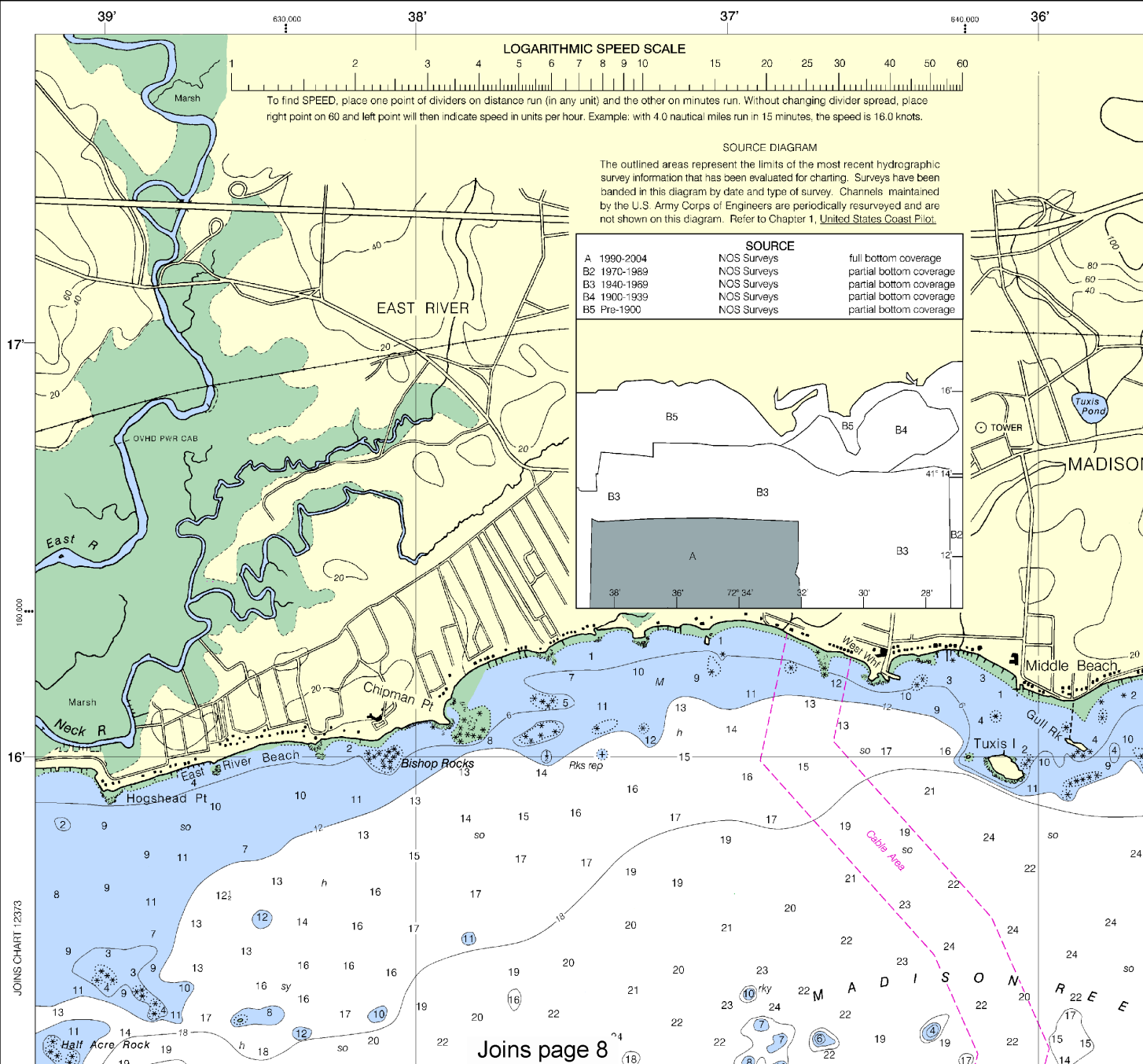
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo m
Ai alternating	IQ interrupted quick	N nu
B black	Iso isophase	OBSC
Bn beacon	LT LC lighthouse	OC oc
C can	M nautical mile	OR or
DIA diaphone	m minutes	Q qu
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mkr marker	RA R
		R Br

Bottom characteristics:		
Bls boulders	Co coral	gy gray
bk broken	G gravel	h hard
Cy clay	Grs grass	M mud

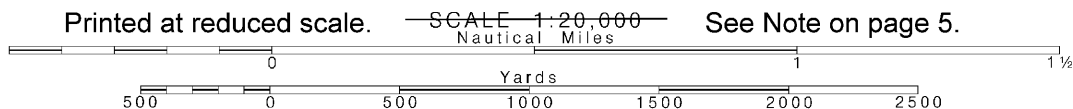
Miscellaneous:		
AUTH authorized	Obstr obstruction	PD po
ED existence doubtful	PA position approximate	Rep re
(21) Wreck, rock, obstruction, or shoal swept clear to the depth of		
(2) Rocks that cover and uncover, with heights in feet above da		

SOUNDINGS IN FEET



4

Note: Chart grid lines are aligned with true north.



See Chart No. 13

morse code
 R TR radio tower
 Rot rotating
 s seconds
 SEC sector
 St M statute miles
 VQ very quick
 W white
 WHIS whistle
 Y yellow

Cys oysters
 Rk rock
 S sand

so soft
 Sh shells
 sy sticky
 position doubtful
 reported
 indicated
 datum of soundings



THE NATION'S CHARTMAKER SINCE 1807

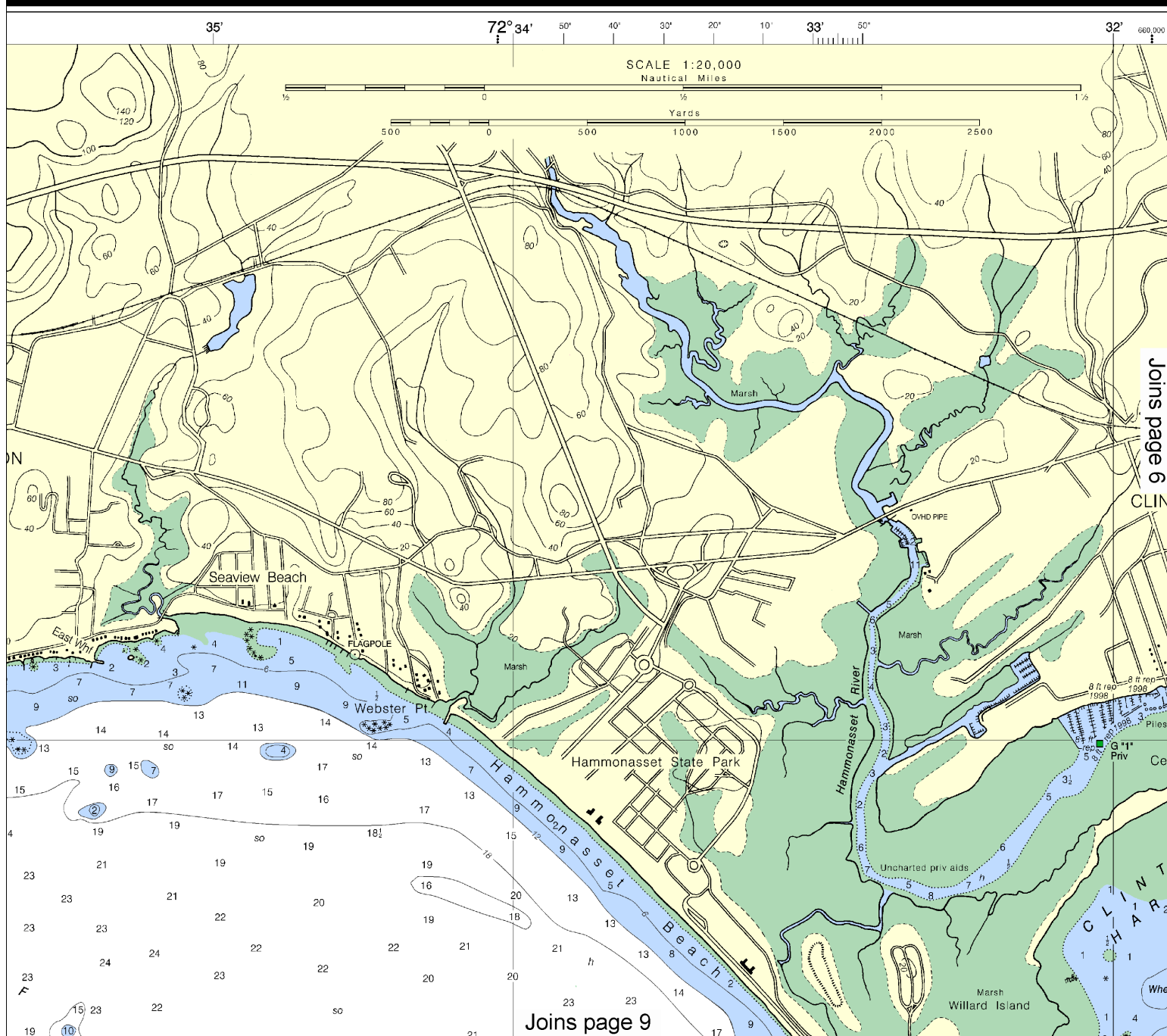
UNITED STATES - EAST COAST

CONNECTICUT

NORTH SHORE OF LONG ISLAND SOUND

DUCK ISLAND TO MADISON REEF

Formerly C&GS 216, 1st Ed., July 1917 KAPP 2162



This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:26667. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

CONNECTICUT

SHORE OF LONG ISLAND SOUND

DUCK ISLAND TO MADISON REEF

Formerly C&GS 216, 1st Ed., July 1917 KAPP 2162

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.354" northward and 1.670" eastward to agree with this chart.

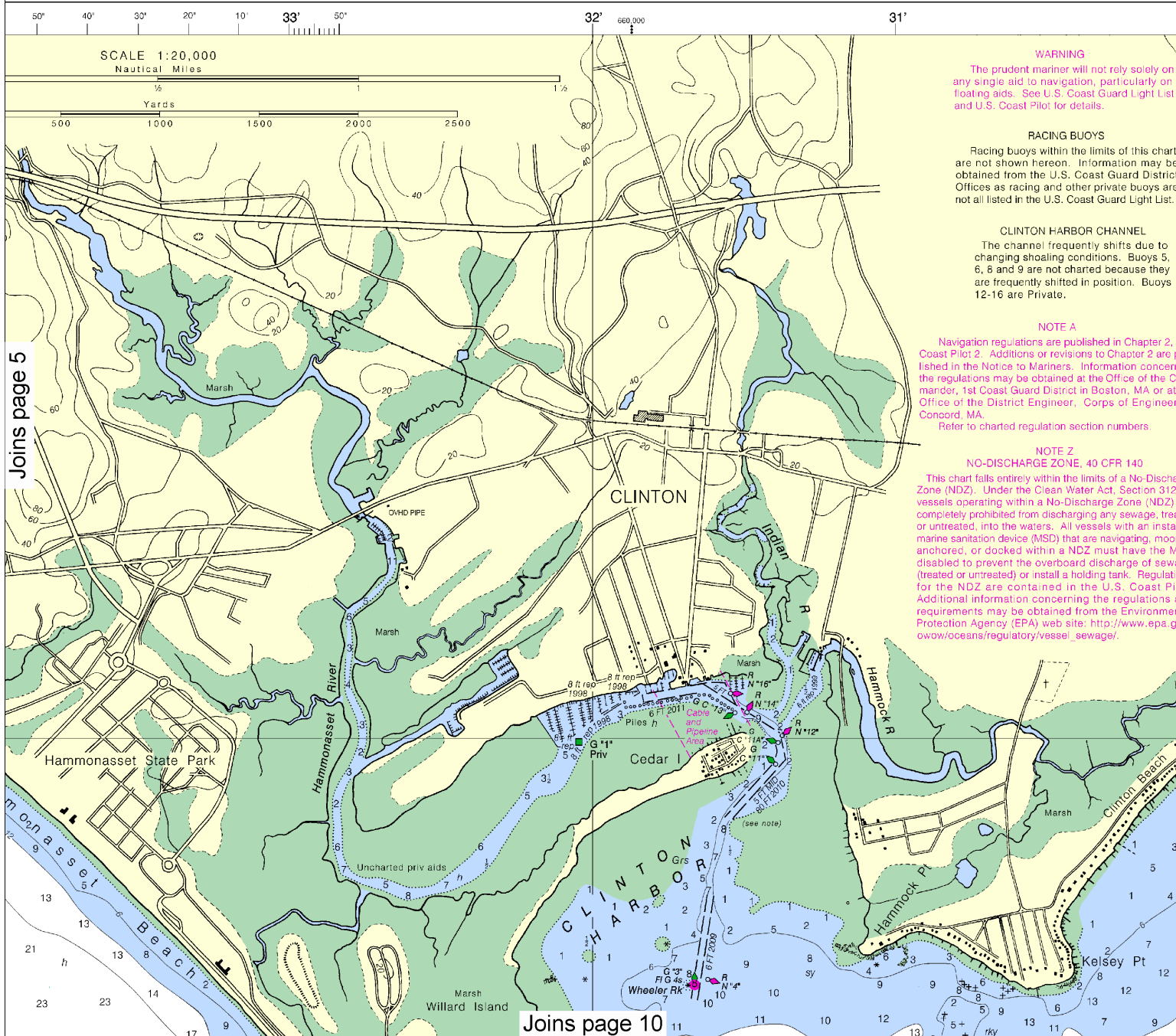
Additional information can be obtained at nauticalcharts

Mercator Projection

Scale 1:20,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER



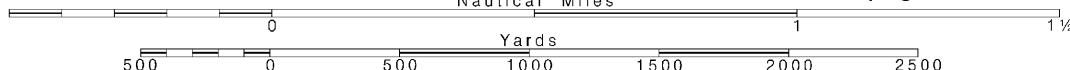
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Meriden, CT	WXJ-42	162.40 MHz
New London, CT	KHIB-47	162.55 MHz
Riverhead, NY	WXM-80	162.475 MHz

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

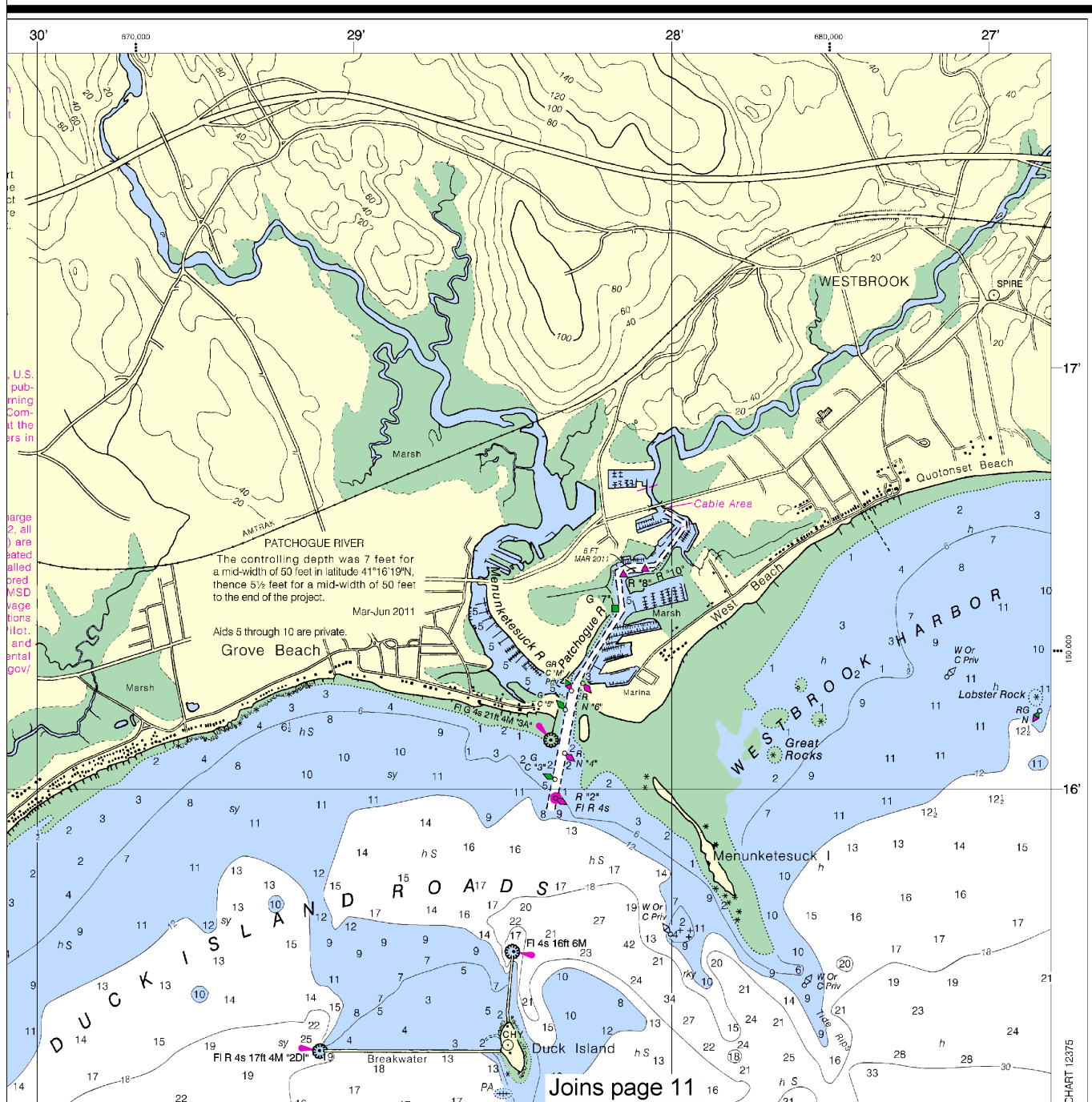
Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

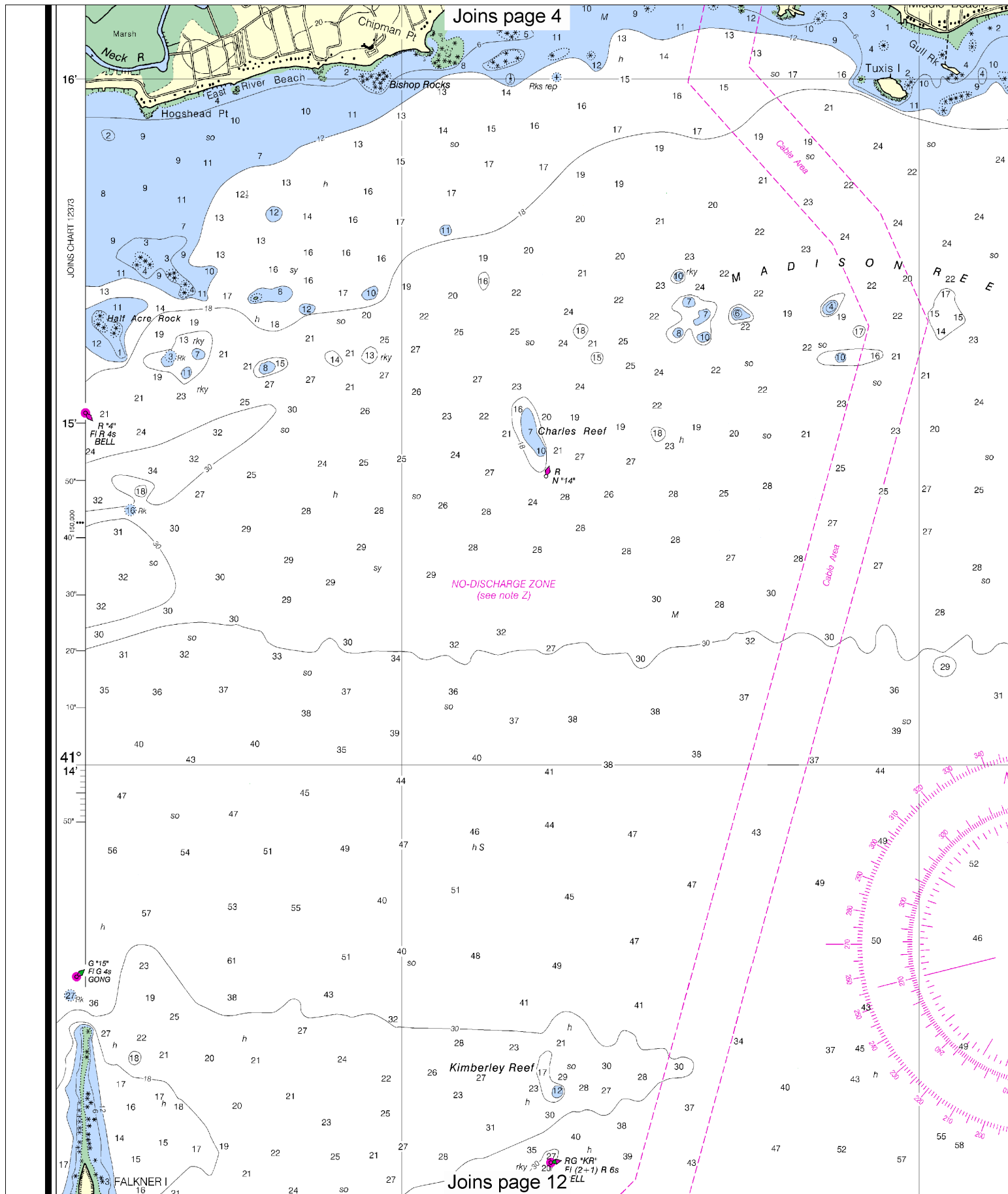
TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Duck Island	(41°15'N/72°29'W)	feet 4.9	feet 4.7	feet 0.2
Madison	(41°16'N/72°36'W)	5.3	5.1	0.2
Falkner Island	(41°13'N/72°39'W)	5.9	5.6	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Aug 2007)

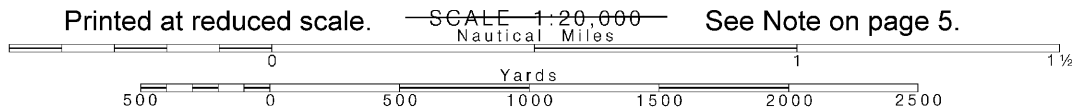


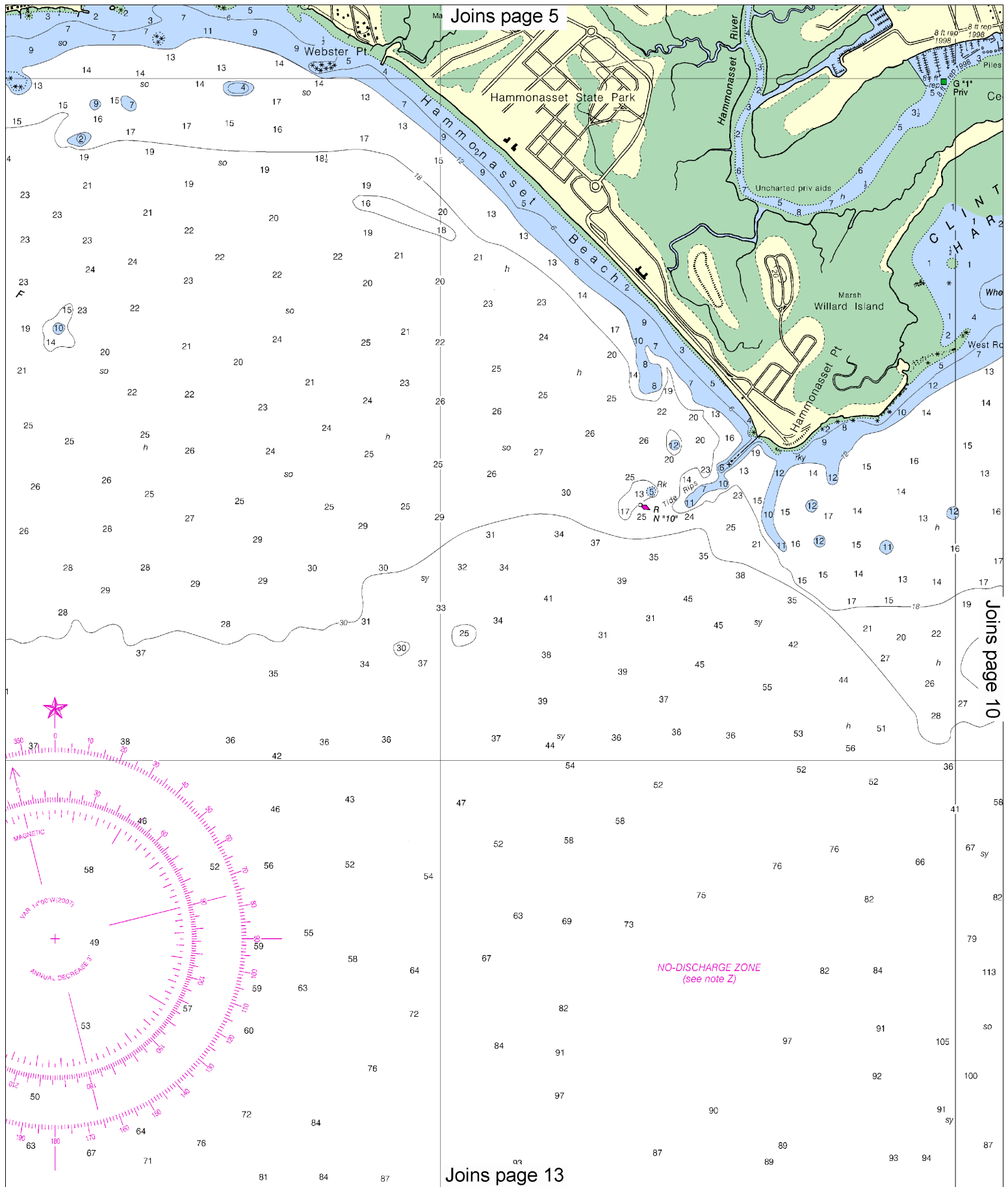
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0213 1/8/2013,
NGA Weekly Notice to Mariners: 0413 1/26/2013,
Canadian Coast Guard Notice to Mariners: 1112 11/30/2012.

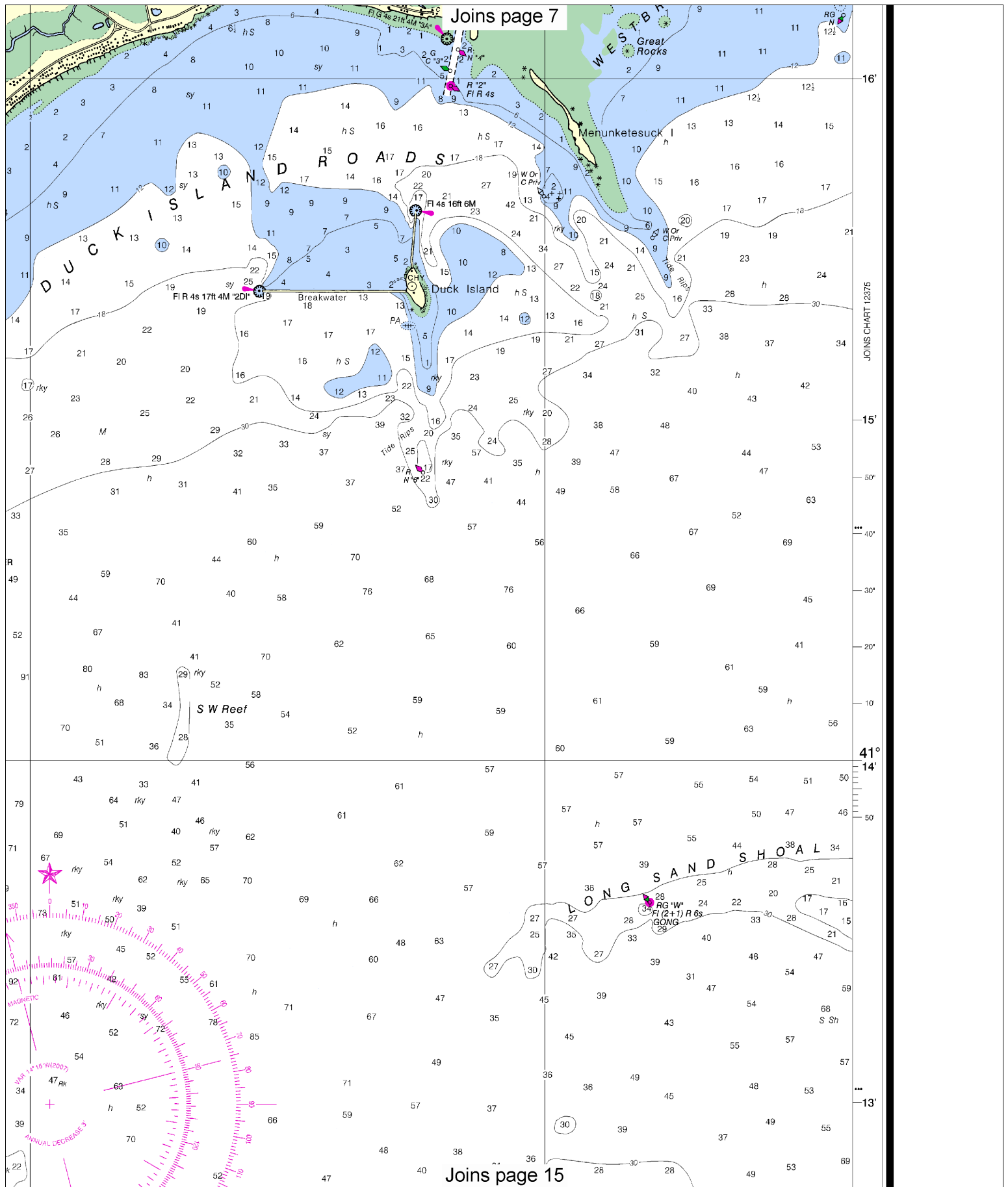


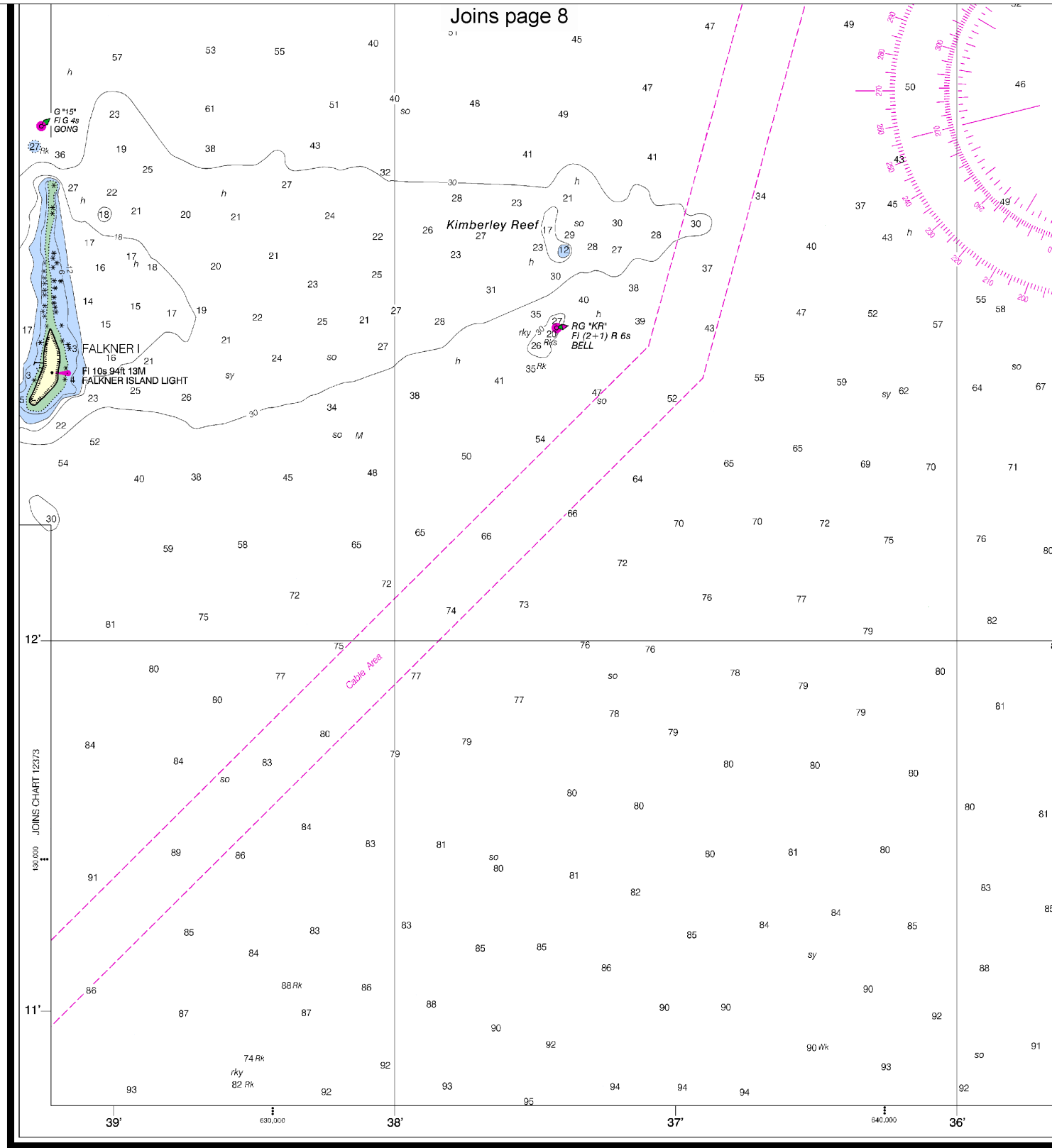
8

Note: Chart grid lines are aligned with true north.









14th Ed., Sep. / 07 ■ Corrected through NM Sep. 8/07
Corrected through LNM Aug. 28/07

12374

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, additional information, or comments to the Chief, Marine Chart Division (N/CS), U.S. Coast Guard, Silver Spring, Maryland 20910-3282.

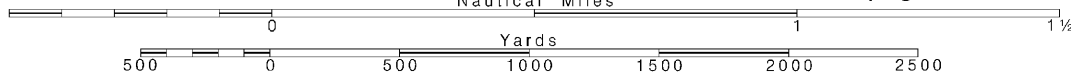
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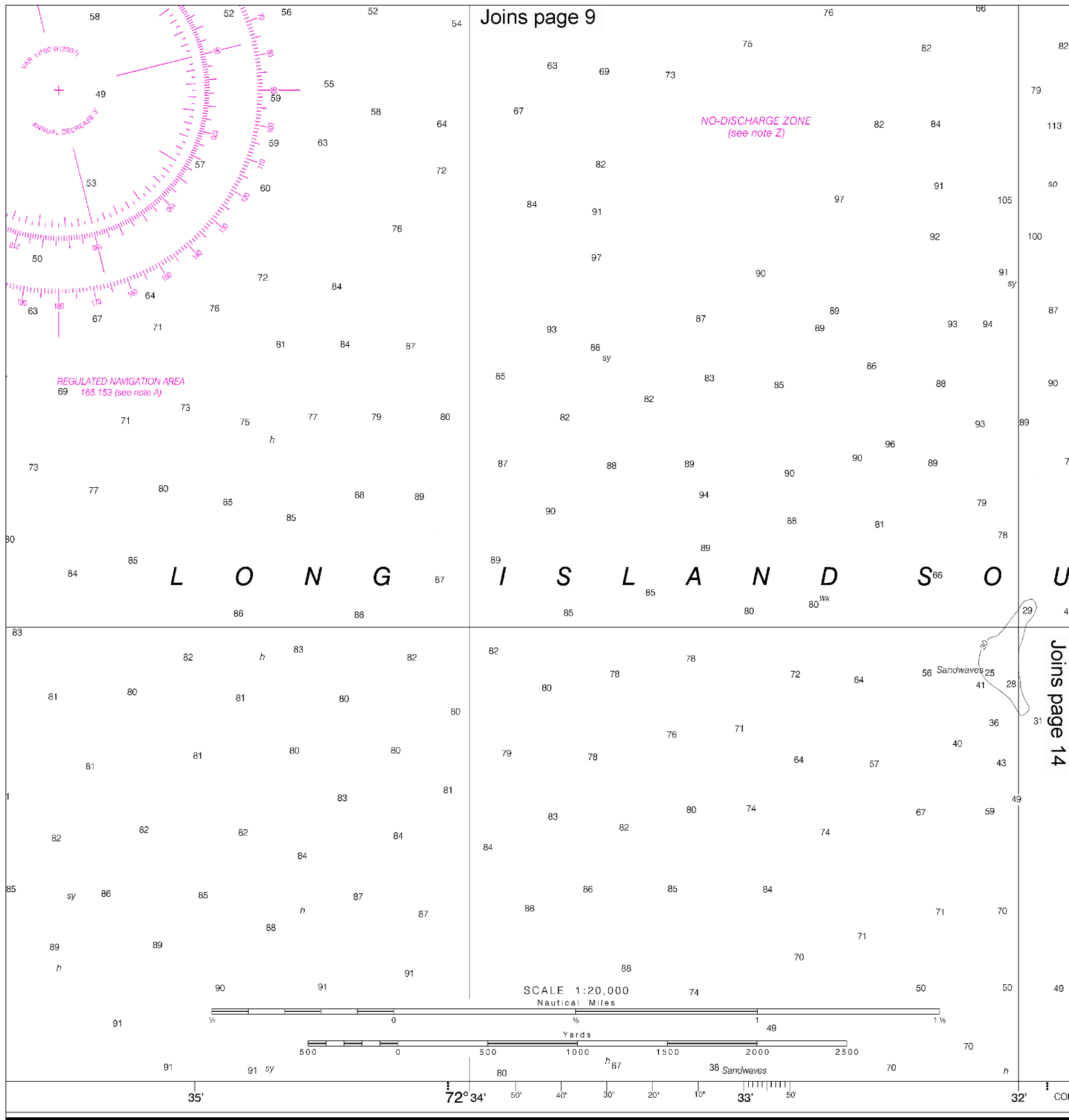
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



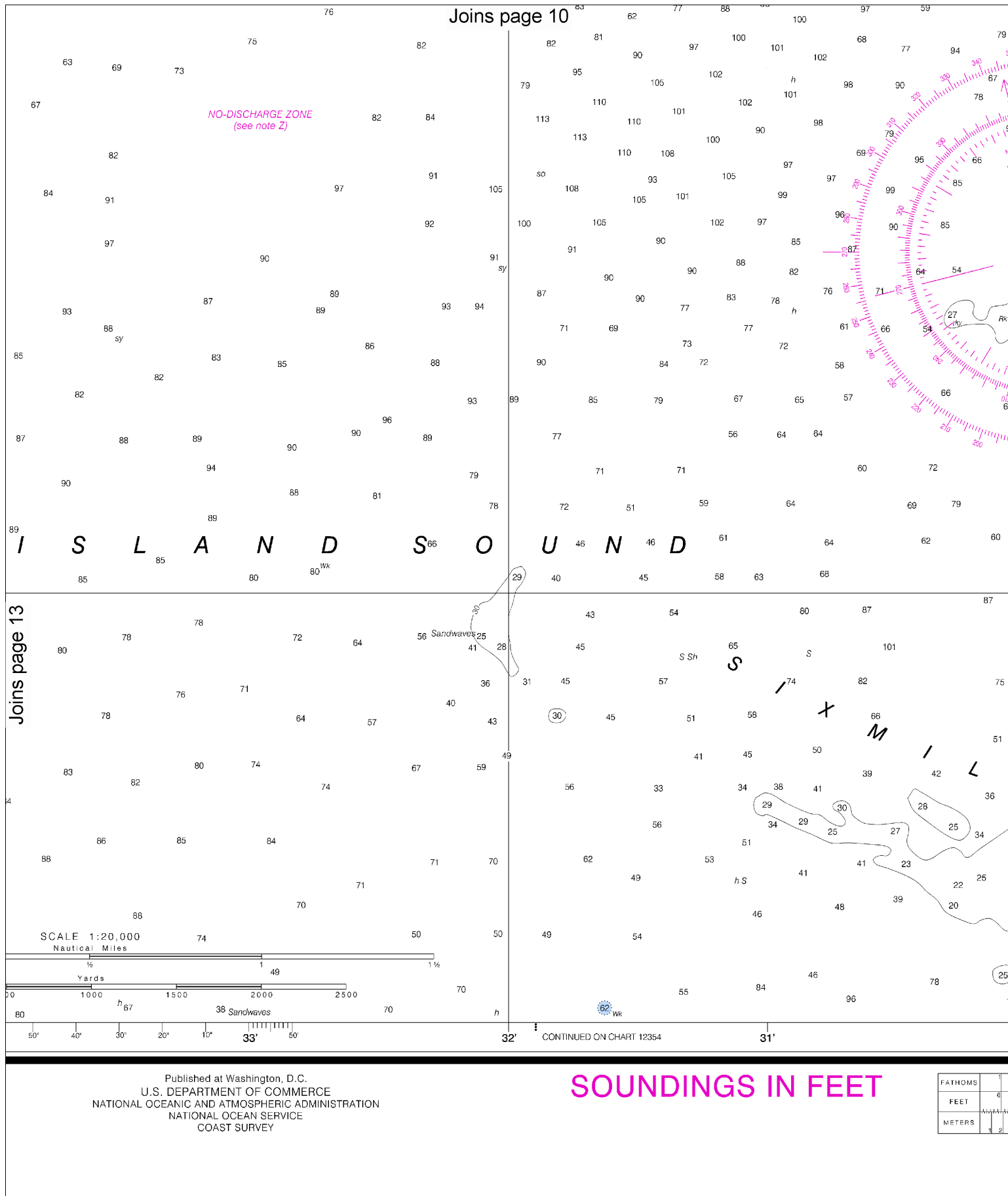


Navigation. The National
Ocean Service, or comments for
NOA (2), National Ocean

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-564-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



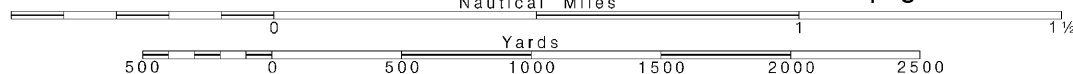
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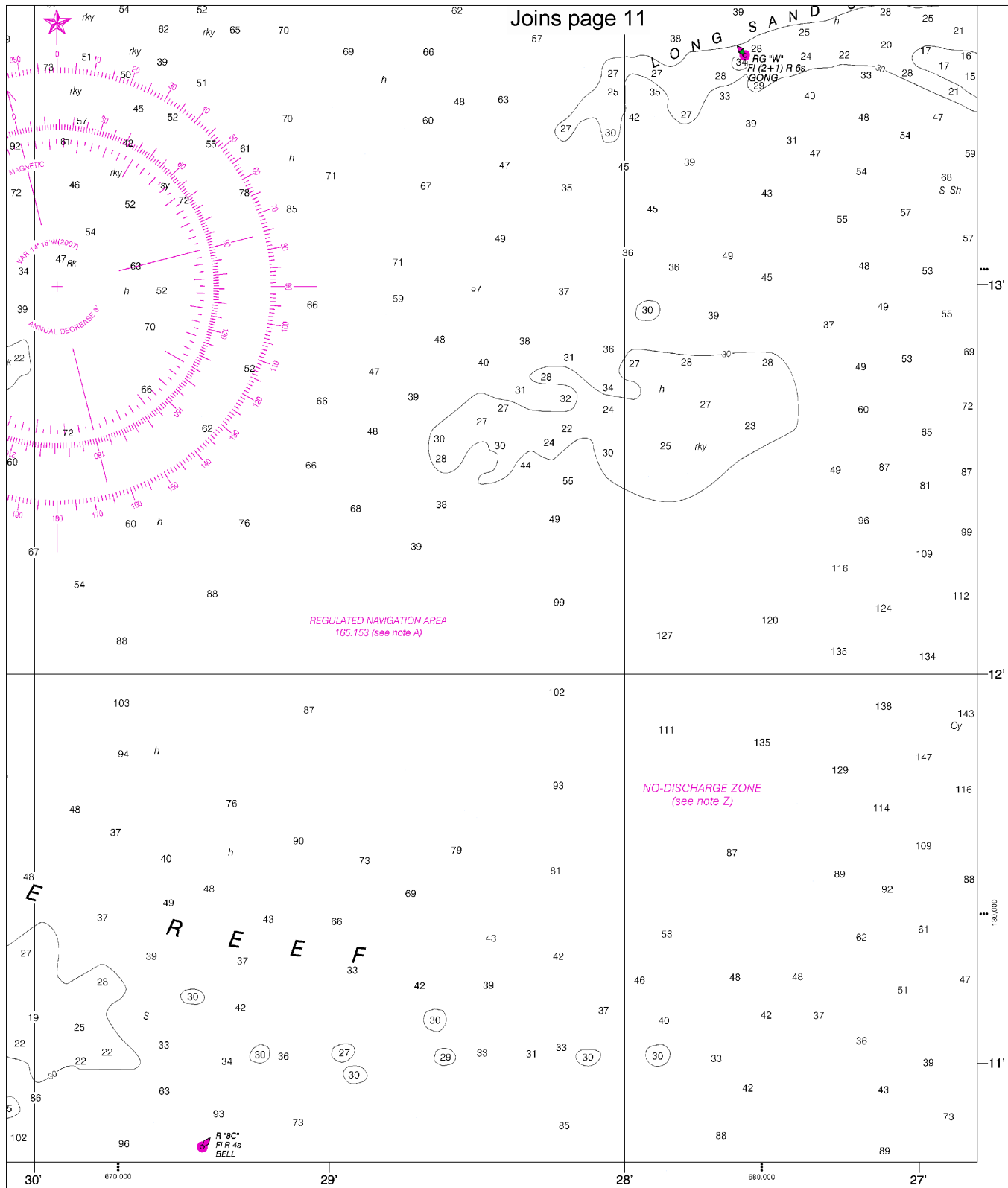
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.





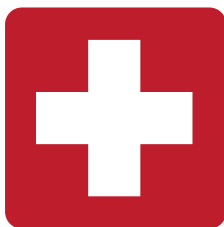
ED NO. 14



NSN 7642014010395
NGA REFERENCE NO. 12XHA12374

Duck Island to Madison Reef
SOUNDINGS IN FEET - SCALE 1:20,000

12374



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

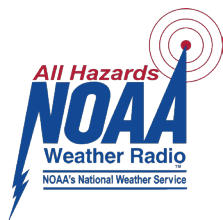
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker